EXHIBIT 2
DATE 1-26-07
HB

$595,000 exchange for two factory new Pratt & Whitney PT6A-135A engines!

The Blackhawk XP™ is a simple, bolt-on upgrade for the King Air® 90 series that requires no airframe modification. The original, early generation engines are exchanged for factory-new Pratt & Whitney PT6A-135A engines with Pratt & Whitney's 1000 hour, no calendar limit, engine warranty. The Blackhawk XP™ enjoys an increased true airspeed and maximum range with a lower time to climb and lower operating and maintenance cost.

Factory-new engines with new engine warranty

Increased true airspeed

Increased rate of climb

Increased single engine service ceiling

Decreased time and fuel to climb

Lower operating cost

Increased resale value

Two (2) factory new Pratt & Whitney PT6A-135A 750 shp engines with Pratt & Whitney's 1000 hour, no calendar limit, engine warranty

Installation instructions, STC paperwork, flight manual supplement, instructions for continued airworthiness, Pratt & Whitney engine logbook, Blackhawk logbook case, cycle book and aircraft decals

New torque gauges on C90, C90A & E90

Remarked and calibrated torque gauges on C90B

Free enrollment in CAMP Systems aircraft maintenance tracking program

Shipping of new engines to a Blackhawk approved installation and service facility within the continental United States

What is the price?
The 2007 list price is $595,000 exchange plus installation. Installation costs run between $30,000 and $35,000 excluding repairs and shipping. We pay for shipping of all parts to the installation facility within the Continental US. You pay for shipping for return of core engines and parts.

Does the price include props?
No. However all props (Raisbeck, McCauley, Hartzell) are approved with the Blackhawk Mod and can be added at additional cost.

What are you giving me for my cores?
The retail price for the new engines would normally be $485,000 EACH for a total of $970,000. Due to the high volume engine contract that Blackhawk has negotiated with Pratt & Whitney, we are able to offer the new engines at a greatly discounted price and provide an exchange credit of about $200,000 for a set of run-out trade-in (core) engines. If the trade-in engines have time remaining to the factory TBO of 3600 hours, we offer an additional credit of $35 per hour per engine for any hours remaining to TBO for PT6A-21 trade-in engines $45 per hour for PT6A-28 trade-in engines. The trade-in engines are either torn down and overhauled, used for parts or if there is time remaining, they can be re-sold for use on older aircraft.

Do you give the same credit for the MORE program TBO?
No. Pratt issues the core credits and does not recognize the MORE program.

Can I keep my cores?
Only if you are willing to pay Pratt for the cores since the price has already taken into account the value of the cores. Prices will depend on core engine times.

Can I put the airplane on charter?
Yes. In fact many charter companies prefer a Blackhawk as it allows them to operate out of shorter runways in the mountains.

How much weight does the upgrade add?
None. In fact if you go with the Raisbeck props as part of the upgrade you will lose some weight as the Raisbeck props are lighter.

Are there any modifications to the airframe?
No. Only engine gauge remarking.

Speaking of resale value.
To date nearly every Blackhawk that has been resold within 500 hours of flying time have sold very close to or in many cases, higher than the combined investment of the airframe and engines. Resale value of the Blackhawk remains strong in all markets. Many dealers are even speculating on Blackhawk upgraded aircraft.

(ISA Day • Max Cruise Power • Mid Cruise Weight)

		Stock			Blackhawk	
		C90	C90A/B	E90	C90xp™ E90xp™	C90Axp™ C90Bxp™
FL280	Torque (ft/lbs)	624	773	857	1070	1070
	RPM	1900	1900	1900	1900	1900
	Fuel Flow (total PPH)	326	380	414	462	462
	KIAS (knots)	126	146	148	167	173
	KTAS (knots)	198	227	234	258	268
FL240	Torque (ft/lbs)	730	942	999	1250	1250
	RPM	1900	1900	1900	1900	1900
	Fuel Flow (total PPH)	376	458	478	503	503
	KIAS (knots)	144	165	164	184	193
	KTAS (knots)	211	239	241	265	278
FL200	Torque (ft/lbs)	845	1088	1158	1520	1520
	RPM	1900	1900	1900	1900	1900
	Fuel Flow (total PPH)	432	522	550	603	603
	KIAS (knots)	159	180	179	199	208
	KTAS (knots)	218	244	245	268	280

* Individual performance may vary.